

Aircraft was named 'Flagship America'

Sold to Aircraft Sales Ltd, Los Angeles - April 2, 1949

Sold to Flying Tiger Airlines - June 1949

Sold to Qantas Airways - July 9, 1949

Delivered to Qantas - July 14, 1949

Entered onto Australian Aircraft Register as VH-EBN - July 18, 1949

Registered to Qantas Empire Airways Ltd

Aircraft was named 'New Guinea Trader'

Cancelled from U.S. Aircraft Register - July 21, 1949

Entered service with Qantas - November 14, 1949

Leased to Malayan Airways as VR-SEA - September 10, 1958

Cancelled from the Australian Aircraft Register - September 10, 1958

Whilst leased to Malayan it was named 'Albatross'

Returned to Qantas at end of lease - April 1960

Entered onto Australian Aircraft Register as VH-EBN - April 11, 1960

Registered to Qantas Empire Airways Ltd

Reregistered as VH-EDB - April 11, 1960

Aircraft was named 'Pacific Trader' but later changed to 'Norfolk Trader' in 1961

Fitted with long range fuel tanks by Hawker de Havilland at Sydney's Bankstown Airport - April 1963

Leased to Airlines of N.S.W. - August 5, 1963

Used on services to Casino, Coffs Harbour, Cooma and Wagga Wagga

Returned to Qantas at end of lease - September 12, 1963

Operated last revenue service as QF437 Norfolk Island-Sydney (Capt W.B. Tainton) - February 19, 1977

Withdrawn from service and stored at Sydney - February 19, 1977